

APPLICATION FOR APPOINTIVE POSITION: AIRPORT ADVISORY COMMITTEE

Name: _____

LAST FIRST MI

Represented Group: (Circle One)	Business Community	Airport Soaring Community
	Community at Large	Airport Powered Aircraft

Mailing Address: _____

Physical Address: _____

Occupation: _____ Douglas County Resident: ☐ YES ☐ NO

Work Phone: _____ Home Phone: _____

I. STATEMENT REFLECTING QUALIFICATIONS/INTEREST: _____

II. EXPERIENCE IN COMMUNITY SERVICE: _____

III. AFFILIATION WITH AVIATION RELATED TECHNICAL/PROFESSIONAL SOCIETIES OR AVIATION/AIRPORT EXPERIENCE: _____

IV. BACKGROUND AND EDUCATION:

A. NUMBER OF YEARS RESIDENCE IN DOUGLAS COUNTY: _____

B. EDUCATION BACKGROUND AND DEGREES HELD, IF ANY: _____

V. DO YOU ANTICIPATE ANY POTENTIAL CONFLICTS OF INTEREST? YES* _____ NO _____

*Please Explain _____

VI. PLEASE LIST ANY CURRENT OR PROPOSED PROPERTY OR BUSINESS INTERESTS ON OR NEAR THE AIRPORT.
(DO NOT INCLUDE AIRCRAFT OWNERSHIP)

SIGNATURE: _____ DATE: _____

A resume or additional information may be attached.
Please return applications to Douglas County Manager, P.O. Box 218, Minden, NV 89423
(775)782-9821 Telephone (775)782-6255 FAX
Please Note: Names of all applicants for appointive positions may be made public.

AIRPORT ADVISORY COMMITTEE

AGENDA ACTION SHEET

1. Title: Discussion and possible action to recommend to the BOCC appointment of an ad-hoc committee to develop a noise ordinance and review the current weight ordinance.
2. Recommended Motion: Approve a recommendation to the BOCC to appoint an ad-hoc committee to develop a noise ordinance and review the current weight ordinance.

Funds Available: ☐ Yes Amount: _____ Account# _____ N/A ☐

3. Committee Member/Staff/Others: n/a

Prepared by: Jim Braswell Phone Number: 782-9871

4. Meeting Date: November 16, 1999

5. Background Information: The Board of County Commissioners asked to review the weight ordinance this past year. The FAA has requested the County to develop a Airport Protection Area Zoning one-mile around the airport. In reviewing the weight ordinance and developing the one-mile protection area policy recommendation for the airport, it became apparent that future planning of the airport must include noise issues along with the review of the weight ordinance. I have prepared a memo to the AAC asking for a recommendation of a method to obtain community and aviation business input. The development of a noise ordinance and review of the current weight ordinance should include the community and aviation businesses. Recommendations to the BOCC by an ad-hoc committee representative of the community will achieve this goal. Since the possibility exists that a ballot could be introduced, it is necessary to have public hearings. The next general election is in November 2000.

6. Committee / Other Agency Review:

☐ N/A

7. Reviewed by:

 K. Department

Department Name: Operational Services/Airport

8. Committee Action:

☐ Approved

☐ Denied

☐ Approved with Modifications

☐ Continued

MEMORANDUM

OPERATIONAL SERVICES DEPARTMENT

DOUGLAS COUNTY, NEVADA

Jim Braswell, Director

TO: Airport Advisory Committee

FROM: Jim Braswell, Operational Services Director / Airport Manager

SUBJ: Options for a Recommendation to the Board of County Commissioners for an Ad-hoc Committee to develop a noise ordinance and review the current weight ordinance

DATE: November 4, 1999

With the introduction of the Airport Protection Area Zoning to protect the community and airport for compatible land uses in a one mile area around the airport, it is important to review and make recommendations on noise and the Title 19 Initiative Ordinances, Chapter 19.02 Airport. This is better known as the Weight Ordinance. The Ordinance 580, 1993, was based on the ballot question approved at the November, 1992 general election amending initiative ordinance adopted at November 1984 general election. (Attachment A)

Any modifications or changes in this ordinance shall first be submitted to the voters of Douglas County for their approval at the next regularly scheduled election. In this case, the next general election would be November 2000.

Over the past four years the Minden-Tahoe Airport has received FAA Grants and monies other than general fund money to improve the runways and facilities to meet the needs of the aviation business and recreational flying community. This past summer's fire season has produced more fire suppression aircraft operations than the last heavy fire seasons in 1994 and 1995. Noise and weight of aircraft are issues that need to be addressed for the future. In the Airport Master Plan adopted by the Board of County Commissioners in 1993, it mentions tow planes and fire suppression aircraft and their effect on one resident at the end of runway 30L (Attachment B, Airport Master Plan section). The weight of a tow plane is less than 3,000 pounds. The fire suppression aircraft can weigh 12,500 pounds up to 150,000 pounds depending on the aircraft type. In most cases noise and

weight have no relationship, especially with the newer stage three engines that have been developed in the last 15 years.

The Airport Safety and Noise Abatement Act of 1979 (ASNA) provides a basis for a great majority of noise abatement planning at airports. With the passage of the ASNA Act, Congress directed the FAA to develop and establish procedures for noise and land use compatibility programs for the nation's airports. Federal Aviation Regulation Part 150 (Airport Land Use Compatibility Planning) was adopted in January 1985, as a result of ASNA. Undertaking a Part 150 study can be very expensive, starting at \$150,000. California has been the leader in the country for noise abatement and many of the communities have adopted very tough noise abatement procedures that have cost the taxpayers hundreds of thousands of dollars. The ordinances are very structured and entail thousands of dollars of sophisticated noise equipment to measure for violations, not to mention staff time and review boards to review complaints. There are numerous guidelines and ordinances to choose from, which this community can use to assist in developing a policy recommendation that the community and aviation business can develop, at a cost it can afford (staff time, aviation business and community volunteers). Because the weight ordinance is voter initiated, it is paramount that the community is involved. The development and discussion on a noise ordinance, or any modification to the weight ordinance would have to be a recommendation to the County Commission for an ordinance and/or a ballot question for the weight ordinance.

A couple of the options to develop a noise ordinance and review the weight ordinance is:

1. The Airport Advisory Committee could conduct meetings with the community to inform them on the current ordinances in place and develop a recommendation based on input from the community and make a recommendation to the County Commission. (The AAC has seven members and the possibility of not obtaining a quorum with regular meetings more than once a month over an extended period of time, due to business commitments. Current representation on the AAC is five pilots).
2. The Airport Advisory Committee can recommend to the County Commission that an ad-hoc committee like the AB 616 Issue (Room Tax), be assembled to look at noise and the weight ordinance to make a recommendation to the County Commission. (The ad-hoc committee could be a larger group including some AAC members and community. A membership of nine would allow for a quorum when meeting on a regular basis over a period of time. It could also give a larger representation of the community).
3. A modification of option 1 or 2.

The Airport staff will assist in administrative duties, arrangements of meetings, speakers, and aviation experience in management and policy formulation for a recommendation of the group to the County Commission.

C:jlm/AAC item - noise & weight

~~ATTACHMENT~~

Title 19

INITIATIVE ORDINANCES

Chapters:

19.02 Airport.**19.04 Mandatory Garbage Pickup.**

Chapter 19.02

AIRPORT

1. The Douglas County Airport runway length is to remain as is with appropriate load-bearing improvements made as required to accommodate a design objective of 30,000 pounds for all aircraft with main gear having a single wheel or 50,000 pounds for all aircraft with main gear having multiple wheels, or maximum takeoff gross weight.

2. Facility modifications and improvements shall be made as funding becomes available from non-general fund sources, to better accommodate general aircraft utilization (private, business, and commuter), glider activity, and aircraft heavier than 30,000 pounds for all aircraft with main gear having a single wheel or 50,000 pounds for all aircraft having main gear with multiple wheels operating in an emergency capacity in the public interest i.e., fire suppression aircraft.

3. All aircraft exceeding 30,000 pounds with main gear having a single wheel or 50,000 pounds for aircraft with main gear having multiple wheels as described by Federal Air Regulations governing Part 123 (Air Travel Clubs), Part 125 (+20 seats and 6,000 pounds plus Maximum Takeoff Gross Weight), Part 127 (Scheduled Air Carriers), and Part 135 (Air Taxi and Commercial), are expressly prohibited from use of this facility except as provided in Paragraph 2 above.

4. Modification or changes in this ordinance shall first be submitted to the voters of Douglas County for their approval at the next regularly scheduled election. ((Ord. 580, 1993, based on ballot question approved at November, 1992 general election amending initiative ordinance adopted at November 1984 general election.))